

SUPERIOR CARBOLIC FLUID,
SODDIE'S SOAPS
ARE the original and only
valuable preparations
proved more effective than all
other Remedies
for Skin Diseases.
for superior excellence after
comparative tests.

C. CALVERT & Co.,
Manchester.

Persons to H. M. & Indian
Colonial Government.

The China Mail

Established February, 1843.

VOL. XLVIII. NO. 9256.

第一月十一年二十九百八千英

HONGKONG, SATURDAY, OCTOBER 1, 1892.

八一月八年辰王

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clement's

Lane, Lombard Street; E. C. GENEV

STEAT & CO., 30, Cornhill; GORON

& GOTON, JADEQUE, C. C. BATE

HEDY & CO., 37, Walbrook, EC.

SAMUEL DEACON & CO., 150 & 154,

Leadenhall Street; W. M. WILLS, 151,

Canary Street, E.C.; ROBERT WATSON

160, Fleet Street.

PARIS AND EUROPE.—AMERDEPRINCE,

36, Rue Lafayette, Port.

NEW YORK.—J. STEWART HARPER, THE

CHINESE EXTRADITION OFFICE, 67, West

23rd Street.

SAN FRANCISCO, AND AMERICAN PORTS

generally.—BLAKE & BLACK, See FREN-

AUSTRALIA.—TASMANIA, AND NEW

ZEALAND.—GORON & GOTON, M.L.

Horizon and Sider.

CEYLON.—W. M. SMITH & CO., THE

ANTICRIMSON CO., Colombo.

SINGAPORE STRAITS, CO.—KELLY &

WAMES, LTD, Singapore. O. HARNETT

& CO., Manila.

MEN.—MACAO, A. A. DA CRUZ, Amoy,

N. MOALE & CO., LIMITED, Foochow,

HEDY & CO., Shanghai, LANE, GLEN-

FORD & CO., and KELLY & WILSON

Fokohama; LANE, CRAWFORD & CO.,

and KELLY & CO.

BANKS.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-IN CAPITAL.....\$10,000,000.

RESERVE FUND.....\$3,300,000.

RESERVE LIABILITY OF

PROPORTION.....\$10,000,000.

CO. OF DIRECTORS:—

T. E. DAVIS, Esq., Chairman.

H. HOPKINS, Esq., Deputy Chairman.

Hon. James J. Bell (John Kramer, Esq.,

Irving, Esq., J. S. Moore, Esq.,

O. J. Holliday, Esq., D. P. Sassoon, Esq.,

Carl Jantzen, Esq., Gerald Stade, Esq.,

Chief Manager:

Hongkong.—F. DE BOVIS, Esq.

Manager:

Shanghai.—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY

BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent per annum on the daily balance

up to \$200,000.

On Fixed Deposits.

For 3 months 3% per cent, per annum.

" " 4 " " up to

" " 5 " " on sum in excess of \$200,000.

F. DE BOVIS,

Chief Manager:

Hongkong, September 26, 1892. 1435

HONGKONG SAVINGS BANK.

The business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPO-

RATION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4% PER CENT. per

annum.

for the Hongkong and Shanghai

Banking Corporation,

E. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1891. 1515

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.

SUBSCRIBED CAPITAL.....£50,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GRIMES, Esq., Chairman TUNG SHANG,

CHAN KINSHAN, Esq., Vice-Chairman

G. J. BURST, Esq., W. WOTTON, Esq.

KWAN HOI CHUN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Advisory Committee in London.

THOMAS CARELHAZ, Esq., Messrs Dent,

Pilcher & Co., Messrs John Butterly

& Co.

C. B. SCHAFFER WORTLEY, Esq., Q.C., M.P.

for Hallam.

GEO. MUNRO, Manager.

Bakers.

PAUL'S BAKING CO. and THE ALLIANCE

BANK (LTD.).

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—C. J. GALLOWAY, Manager.

Antry J. ANDERSON, Manager.

Current Accounts opened. Money re-

cived on Deposit. Drafts issued. Bills

purchased and collected. Advances made

on securities or goods in neutral godowns.

Usual Bank Agency business undertaken.

Interest for 12 months Fixed 3%

do. do. do. do. do. 2%

do. do. do. do. do. 2%

do. do. do. do. do. 2%

For rates of Interest for other periods apply to the MANAGER.

Hongkong, September 26, 1892. 22

INSURANCES.

THE SUN LIFE ASSURANCE

COMPANY OF CANADA.

ASSETS OVER \$3,000,000.

POLICIES absolutely non-forfeitable.

No restrictions as to Residence or

State of Premiums low.

Policies issued on all approved Forms.

For further Particulars, apply to

DOUGLAS LAPRAK & Co.,

Agents for Hongkong.

2nd February, 1892. 369

Intimations.

ZETLAND LODGE

No. 325.

REGULAR MEETING of the above LODGE will be held in the Free MASON'S HALL, Zetland Street, THIS EVENING, the 1st October, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, October 1, 1870. 1670

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED

CHEAP EXCURSION TO MACAO

AND BACK.

WEATHER permitting, the Steamer HOYAM will make a Special TRIP to MACAO TO-MORROW, the 2nd October, leaving HONGKONG at 9 a.m., and returning from MACAO at 10 p.m.

Fare to MACAO and back \$2. No Second Class or Single Fares. Chinese Servants, 50 Cents each way.

Tickets may be obtained at the Office of the Company or on Board the Steamer on the morning of sailing.

T. ARNOLD, Secretary.

Hongkong, October 1, 1892. 1691

HONGKONG FOOTBALL CLUB.

THE Annual MEETING for the purpose of receiving the Committee's Report for the Past Season, and electing the Committee and Officers for the Coming Season, will be held in the CARRICK CLIFF PAVILION, on MONDAY, the 3rd October, at 6 p.m.

Intending Members and Gentlemen interested in Football are cordially invited to attend.

W. H. WALLACE, Hon. Secretary.

Hongkong, September 23, 1892. 1692

CUSTOMS NOTIFICATION.

No. 48.

NOTICE is hereby given that WEDNESDAY NEXT, the 5th of October (Sun Moon Herk Day), being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a HOLIDAY at the Kowloon Customs' Office, Examination Bulk and Stations.

All Examination of Cargo and Clearances of Junks will be suspended on that date.

J. McLEAVY BROWN, Commissioner of Customs for Kowloon and District.

CORONATION HOUSE,

Hongkong, September 23, 1892. 1697

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the Post of SECRETARY, which will be vacant towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE BUSINESS is necessary.

Singapore, July 14, 1892. 1322

ARRIVED PER GLENESK.

LETT'S' DIARIES

FOR

1893.

KELLY & WALSH,

LIMITED. 1661</

Intimations.

PRIVATE BOARD AND RESIDENCE
'GLENSALY' BUILDINGS,
(Nos. 12 and 14, Wyndham Street.)
M. R. GILLANDERS has VACANCES
for Resident Boarders and Visitors,
also Accommodation for TABLE BOARDERS,
Hongkong, July 4, 1892. 1094

D. E. KNORR'S ANTIPYRETIC "LION
BEARD," (Dose for adults 15 to 35
grains troy) is the most approved and
most EFFICACIOUS Remedy in cases of
HEADACHE, MIGRAINE, NEURALGIA, RHIN-
MATISM, FEVER, TYPHUS, ENCEPHALITIS,
HOOTING COUGH, INFLUENZA, DENGUE,
and MANY OTHER CONTAGIOUS. It is also
the very best Remedy. Highly recom-
mended by the Medical Faculty.
Also for Dr. Knorr's Antipyretic "Lion
Beard." Each tin bears the inventor's
signature "Dr. Knorr" in red letters.

"DERMATOL" is the best vulnerary; its
effect in stimulating the closing of wounds
is described as amazing.

To be had of every reputed Chemist and
Druggist.

Supplies constantly on hand at China
EXPORT, IMPORT & BANK COMPAGNIE,
Hongkong and Shanghai, Sole Agents for
China.

Barcode of spurious imitations!!! 1059

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Zambia..... Tuesday | October 4.

Victoria..... Thursday | November 2.

Tacoma..... Thursday | December 1.

A STEAMER..... Thursday | December 20.

AND THEREAFTER THE PERMANENT SERVICE
OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship ZAMBESI, Captain
EDWARD, sailing at Noon, on TUES-
DAY, the 4th October, will proceed to
VICTORIA, B.C., and TACOMA, via
KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Points.

Consular Invoices of Goods for United
States Points should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of The General Agent
Northern Pacific Railroad, Tacoma, Wash.

Parcels may be sent to our Office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, September 17, 1892. 1616

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of Japan | Saturday | October 8.

Empress of China | Saturday | Nov. 6.

Empress of India | Saturday | Dec. 3.

THE R. M. S. EMPRESS OF JAPAN,
Lieut. Geo. A. Lee, R.N.R., Com-
mander, sailing at Noon, on SATURDAY,
the 8th October, with Her Majesty's
Mail, will proceed to VANCOUVER, via
SHANGHAI, KOBE, INLAND SEA and
YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO
One Way
Return
Prepaid
Taxes
4
12
Mos
Mos

DESTINATION.	20 day Tickets.	Continuous TICKETS.
Kansas City, Mo., Omaha, Neb.	255.00	292.50
St. Louis, Mo.	292.50	311.50
St. Paul, Minn., Minne- apolis, Minn.	292.90	311.50
Chicago, Ill.	297.50	300.50
Milwaukee, Wis.	306.50	305.50
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.50	304.20
Baltimore, Md.	304.50	302.75
Baltimore, Md., Philadel- phia, Pa., Pittsburg, Pa.	306.50	303.50
Toronto, Canada	309.50	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y. Bal- timore, Md.	311.00	308.50
Washington, D.C., Balti- more, Md.	317.90	311.75
Montreal, Canada	312.75	313.00
Philadelphia, Penn.	312.75	312.50
Chicago, Ill., Kansas City,	312.75	313.00
St. Louis, Mo.	321.15	317.00
Milwaukee, Wis.	327.25	317.00
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	330.50	324.50
Hamilton, London, Toron- to, Ont.	330.50	324.50
Buffalo, Niagara Falls N.Y.	330.50	324.50
Kingston, Ottawa, Ont., Montreal, Quebec, Que.	330.50	324.50
New York, Albany, Troy, Rochester, N.Y.	330.50	324.50
Baltimore, Md., Philadel- phia, Pa., Pittsburg, Pa.	330.50	324.50
Washington, D.C., Boston, Mass., Portland, Me.	330.50	324.50
Halifax, N.S., St. John, N.B.	330.50	324.50
Liverpool, and London via Liverpool	335.50	327.00
Paris via Liverpool and London	345.	335.
Havre, via Liverpool	335.	327.
Bremen, Hamburg	345.	335.
Hamburg	345.	335.

First class steamer and 1st class on rail,
and 2nd class steamer and rail, also Steamer
ago Fares and Rates to other places, quoted
in application.

The Steamers call at Victoria to land and
embark Passengers.

Return Tickets.—Time limit for prepay
return ticket is reckoned from date of issue
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials.

Onward.—Through Bills of Lading issued
to Japan, Pacific Coast Points, and to
Canadian and United States Points, and to
Canton and United States Points, and to
Canton.

Special Rates for Merchants of Permanent
Business, Offices and Rooms to let Un-
furnished, and Rooms with or without
Board, by day or month. Apply at the
Office, No. 37, 3rd Floor.

Charges from \$2 per day upwards.—
Special Rates for Families or Permanent
Business, Offices and Rooms to let Un-
furnished, and Rooms with or without
Board, by day or month. Apply at the
Office, No. 37, 3rd Floor.

E. HOLLOWAY,
General Agent,
Offices: Pedder's Street.
Hongkong, September 10, 1892. 1578

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 5th October, 1892,
at Noon, the Company's S.S.

MELBOURNE, Commandant VIMONT,
with MAILED, PASSENGERS, SPEAKE-
R, and CARGO, will leave this Port for
the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 4th October, 1892. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at
the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, September 21, 1892. 1643

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,
Guicui, Hongkong, Oct. 11.

Tuesday, Nov. 10.

Wednesday, Nov. 11.

Tuesday, Nov. 20.

And thereafter the permanent service
of the company's regular steamers.

THE Steamship GÄLIC, will
be despatched for San Francisco,
Honolulu, and Yokohama, on TUESDAY,
the 11th October, at 1 p.m., connecting
with the steamers to the care of The General
Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels may be sent to our Office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, September 17, 1892. 1616

RATES OF PASSAGE.

FIRST CLASS.

To San Francisco, Vancouver, Victoria,
Esquimalt, New Westminster, Poole Town,
Seattle, Tacoma, Portland, O.

To Liverpool and London

To Paris and Bremen

To Havre and Hamburg

To Amoy and Swatow

To Manila, Suez Canal, and
Cape of Good Hope

To Batavia, Singapore, and
Cape of Good Hope

To Calcutta, Madras, and
Cape of Good Hope

To Colombo, and
Cape of Good Hope

To Sydney, and
Cape of Good Hope

To Melbourne, and
Cape of Good Hope

To Sydney, and
Cape of Good Hope

To Cape Town, and
Cape of Good Hope

To Durban, and
Cape of Good Hope

To Cape Town, and
Cape of Good Hope

The following police appointments, made provisionally some time ago, have been confirmed:—Chief Inspector Horapool, to be Deputy Superintendent; Inspector Mathieson to be Chief Inspector; Inspector Brunner, second class, to be first class Inspector; Inspector Gould, third class, to be second class Inspector; Sergeant Komp, to be third class Inspector; Acting Sergeant W. Robertson, to be Sergeant. P. C. Holt has been appointed Acting Sergeant.

We have received from the General Agent of the Canadian Pacific, a number of guides, time-tables, descriptive pamphlets, &c., with reference to this new popular route, all got up in highly artistic style, and, as regards the descriptive portion of them, prettily illustrated with excellent photo-lithographs. Our neat pamphlet is "A Guide to the principal Cities in China and Japan," which gives a great deal of information useful and interesting to tourists. Hongkong, among other places, is described, and the guide contains lists of Chinese and Japanese words and phrases, a calendar and a map. One neatly-got-up and well-illustrated booklet devotes itself to the journey on the direct railway route of the Canadian-Pacific; another deal with summer tour in the regions traversed by the iron road; another is intended as a round-the-world guide; and another, a complete vade mecum for sportsmen, treats of fishing and shooting on the railway route.

The N. C. Daily News learns that for some years past all the rice and wheat shipped to Tientsin by whatever vessel has gone duty-free, under the permits, or *hukias*, issued by the Taotsai at Shanghai which are now only issued for the steamers of the China Merchants' Company.

Just at midnight on Sunday (says the N. C. Daily News of Tuesday last) the fire-bells gave the alarm and the frenzied roar could be heard from the north side of Peking Road and west of Shunho Road. In a short time the Mil-ho-loongs and all the engine companies, except the Hongkong company whose services were not required, were playing powerful streams of water on the flames, which went out in less than twenty minutes from the time the bells rang, though some of the firemen remained till 2 a.m., pouring water on the buildings, the contents of which were saturated with kerosene from time that burst owing to the heat. Two houses were wholly destroyed and one partially. The damage is estimated at about £1,500 and was covered by insurance, the property being owned by Mr. A. D. Sasoon. The houses destroyed were record-hand shops. The fire is said to have been caused by a man smoking. It was reported that a woman fell out of an upper window, and fortunately was not hurt. It was noticed that at this fire, as at the last, the Chinese were extremely conspicuous. One had on his jacket the initials of a name on the Bund; another had the words "Foreign Piece Goods" and the name of a German firm on his jacket.

FRAUDULENT WATER'S MURMUR

That the meetings of Licensing Justices seem to have grown of late, and no longer consist of the Chairman and the Captain Superintendent of Police.

That this is as should be, as the periodical inspection of the Gaol and Hospitals, together with the checking of licenses to sell spirits, comprise the duties assigned to J. P.'s in this part of the world.

That the power of putting on the brake in the matter of the increase in the number of sailors' gorgorios, is the most important duty entrusted to the unofficial Justice.

That I should very much like to see something done in a systematic way to test the quality of the stuff supplied to Jack in the grog-shops down West.

That I have some recollection of large quantities of vile stuff called "brandy," being seized many years ago by the Police, but have not heard of any inspection of stuff having been applied to these drink-shops of late years.

That there are doubtless well-conducted houses where good liquor is dispensed to jolly tarts, and the landlords of these houses would have nothing to fear from any amount of tests.

That the honest landlords and jovial Jack ought to be protected from the sellers of stuff that is undrinkable.

That the carriage of kerosene in bulk through the Yangtze Canal is likely to be opposed by the opposition to the introduction of the oil in tanks raised by American producers.

That a friend of mine said the other day, the oil will soon be "as cheap as daylight."

That the markets of the Far East, from Java to Vladivostock, are being flooded with the American product by the Standard Oil Co.

That this gigantic organization—possibly the biggest and most powerful the world has ever seen—will make strenuous efforts to retain the Far Eastern market, and the consumers will most likely have cheap kerosene for some time to come.

That the careless drafting of Ordinances once more caused a break-down in a Committee of the year.

That the practice, which is unfortunately pretty general, of abusing all distinctions to this Colony, has been a grievance with us for many years past.

That it was believed the latest law on the subject had given the Colonial Authorities full power to remedy this evil; but the proverbial coach-and-four has been driven through the Ordinance.

That perhaps the Turkish people are not the best race to test a law of this kind, and Turks seldom come this way, but the powers of the Government have must be extended to meet the evil.

That the days when a surveyor of ship-damaged goods had to go about his business after the manner of a tea-ester, and distinguish between fresh-water and salt-water damage, appear to be at an end.

That the fine point as to whether a package had broken its case or covering, was raised the other day, and it was unfortunately left undecided.

That the Insurance Companies have apparently decided, so far as they are concerned, the contents only of a package or hale is the specific thing covered by a policy, and it is a pity a decision was not obtained on this question.

That if my memory does not mislead it, has been decided that damage to a particular chip on the wrapper of goods has rendered the goods unmerchantable; but it is quite a new theory to consider that a slight stain on the outer covering of a pale of towels constitutes a total loss.

That the intention of an importer to call by wholesale, or to buy by retail, in doses, could make with reason he held to bind an underwriter who merely contracts to ensure the good condition of many packages of towels.

That in the case the other day the underwriter won his suit, or rather the claimant of total loss was unsuccessful, but the vital point in the whole affair was left undecided.

That your "Sports and Pastimes" column is a timely and appropriate departure, as the cool weather will doubtless see a lively season in all the branches of outdoor sport and indoor pastimes.

That many of the subscribers to the morning institution known as the Hongkong Athletic Club would be pleased to hear that that useful combination is to "run away."

That it might be worth while to consider, seeing the Swimming Bath must be remodelled, whether the V.R.C. and the H.K. Athletic Club should not combine.

That one of the complaints most frequently heard here is the interminable number of Clubs of one kind or other which young men are called upon to join.

That the H.K. Athletic Club was promoted with the object of centralising many of those detached or semi-detached institutions, and unforeseen difficulties arose or were raised to delay its progress.

That one of the difficulties of centralisation was that of the V.R.C., and the incorporation of its Gymnasium with its rather incongruous Rowing and Swimming branches of sport.

That as it is clear some other provision than the present must be made for the bathers and swimmers, it might, as I have said, be possible to combine the Gymnastic element with the Athletic Club.

That even the boating section of the V.R.C.—perhaps the most costly branch of all—might be accommodated in the vicinity of the Happy Valley, on the Bowrington foreborders or further east, and something after the model of the Indian Gymkhana might be established.

That the supporters of these various Clubs may rest assured the days have passed when a young resident can afford to pay subscription to an unlimited number of Clubs, and they should bear in mind the cost of the Stewards because it is only natural that the manager of that Institution was our Honorary Treasurer, and it was only natural that any credit balance we had should be deposited in the Bank which he represented.

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CORRESPONDENCE.

AN EXPLANATION.

To the Editor of the "CHINA MAIL."

Sir,—It having come to my knowledge that certain statements made by me on the 13th instant at a special meeting of the British Mercantile Marine Officers' Association have been completely misunderstood by a good many people, I feel bound to ask you to kindly favour me with space in your columns for a candid explanation which I trust will tend to eradicate any false impressions that may, unhappily, have been formed of "the respects" uttered at the time of my speech.

At the time I was speaking, that an attack late last night and wholly unwarrantable construction would be put upon my inoffensive remarks, I should have then and there gone into intricate details respecting the objects and policy of the Association which I have had the honour to serve as Secretary since the date of its birth, May, 1890. But I never dreamed that such startling notions would be engendered by my statements after all that has from time to time been said and written by the President, the Committee, and myself relative to the necessities of our profession and the constant reminders that our interests of owners and officers are to a

large extent dependent upon the credit of the Bank.

The portion of the brief address (which I delivered on the spur of the moment) in question, which I feel it my duty to thus refer to in the interest of all whom it may concern, runs thus:—

"Having achieved so much in this short space of time, the time will surely come when the public will have to listen to what we say; we will insist on it. When we come forward with demands, which reasonable people will recognise as perfectly just and we are refused, then we shall be able to deny the powers that be, and to tell them that they shall regret it. They shall recognise that the officers, in one grand world-wide union, demand and receive what is just; and they will then readily concede our demands. I am certain we shall never go too far, we shall never cause ourselves to be howled down; and when we do, as far as possible, we will never do it in a violent and noisy manner; but we will do it in a quiet, dignified, and orderly manner, so that our demands are perfectly reasonable. The sooner we learn to understand our profession and our place in the world, the better we shall be in a position to improve thoroughly the status of our profession. It should be the grandest, noblest, and proudest profession of Great Britain or of the world."

Now, my object in stating "we will insist on it" and "defy the powers that be," etc., was to state as positively as possible that there can be no doubt that the members of the nautical profession who are now foolishly declining to come forward and join Marine Officers' Associations in various parts of the world are bound ultimately to benefit by joining the associations. I used forcible language calculated to arrest the attention of these members of the profession who appear to be holding aloft from the Association's banner the standard of anti-socialism.

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